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THIS IS UNEVALUATED INFORMATION

1. The following information is based on personal observations of the source.
2. Alphabetical Designators In connection with information reported herein, specific points of interest are noted on photograph of HO Chart No 5489 by the following alphabetical designators:
 - A. Course Line of Approach
 - B. Anchorage
 - C. First Berth
 - D. Fortified Coastguard Area
 - E. Second Berth
 - F. New Railroad Spur
 - G. Soviet Merchant Freighter (10 thousand tons)
 - H. British Merchant Freighter (10 thousand tons)
3. Dates of Call Source visited subject port 8-13 Feb 54.
4. Vessel Source visited subject port in a and 12* (in ballast) draft merchant freighter.
5. Cargo Vessel arrived at subject port in ballast from Shimonoseki, Japan, and lifted 3574 tons of fluorspar and 6380 tons magnetite iron ore for discharge in Gdansk, Poland. Before arriving at port a radio message was received advising amounts of cargo to be loaded, and requesting that stowage plan information be wired in reply.
6. Weather On arrival and throughout period of loading operations weather was clear and sunny with average temperature 40°F. On departure, weather turned

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SEE LAST PAGE FOR SUBJECT & AREA CODE

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cold and foul with snow flurries, skies were overcast, fresh to strong winds reached force five, and temperature dropped to 30° F.

7. Approach to Outer Harbor Limit Vessel received a radio message containing anchorage data and regulations governing entry from China Ocean Shipping Agency, Tsingtao Branch (PENAVICO), a copy of which source furnished. Source used a Japanese chart which had not been corrected for 18 years. He found all navigational lights in approaches to port different in characteristics from those listed in the Admiralty List of Lights and some were not lit at all. Source furnished a copy of "Report on Conditions at Tsingtao," submitted to vessel's owners, dated 15 Feb 54, which contains details of light characteristics observed in approaching outer harbor limit.
8. Quarantine Anchorage Vessel followed course line labeled designator A in reaching anchorage labeled designator B at 080650H Feb 54. Water was 20 fathoms deep in the middle of the quarantine anchorage area. It was necessary for the vessel to fly the courtesy flag of the Chinese Peoples' Republic (Communist China).
9. Pilot Boat Pilot, military control (coastguard) authorities, doctor, and agent's representative boarded vessel at anchorage at 080830H Feb 54 from a 60', diesel powered, low horsepower tug flying the flag of the Chinese Peoples' Republic.
10. Pilot Pilots are compulsory. Only Soviet and satellite flag vessels will be taken in at night. Pilot was an able mariner who is a regular pilot in subject port and whose services were wholly satisfactory. Pilot was closely watched by two armed guards and he appeared to be nervous when asked by source about navigational lights. Pilot explained that he could not supply any such information on instruction of the harbor master. A different pilot declined to advise source of water depth at berth.
11. Preliminary Inspection Preliminary boarding inspection of one-hour duration ending at 080930H Feb 54 took place at the anchorage. Military control authorities and doctor conducted inspection and searched all cabins while all hands were mustered on deck to present identification and seaman's papers. Agent's representative translated customs forms from Chinese, copies of which were furnished by source. List of documents required for call at subject port was also furnished. Details on preliminary inspection are contained in the "Report on Conditions at Tsingtao" referred to in paragraph 7 above.
12. Approach to Inner Harbor All navigational instruments were sealed during preliminary inspection at quarantine anchorage, and vessel proceeded under pilot's direction to berth without use of any navigational instruments. Consequently, source could not provide an accurate course line of approach to berth. Two low-powered tugs assisted vessel in berthing.
13. Berths Vessel occupied berth No 5, labeled designator C, to load fluorspar. Wharf is located on the opposite side of the harbor from main wharves and is situated in the area of a fortified coastguard installation, labeled designator D. Source did not observe types or numbers of weapons mounted in this area. No crew members were allowed ashore while vessel was berthed at this wharf. Vessel shifted at 101900H Feb 54 to a second berth, labeled designator E, to load magnetite iron ore.
14. Boarding Inspection A "Joint Inspection" by military control authorities, harbor officials, and customs officers took place at the first berth from 081100H to 081150H Feb 54. A total of 20 officials comprised the boarding party. Crew members were mustered on deck while cabins were searched, and cards were issued to crew to be used when going ashore. Crew's foreign currency made up in separate envelopes with amounts and name of owner written on them was checked and sealed in vessel's safe. All seals were inspected daily by customs officer.

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15. Cargo Handling Cargo was carried to wharf by stevedores using baskets and small one-man wheelbarrows. Vessel's winches were used in loading fluorspar and magnetite iron ore from wharf to hold. Loading operation was fast; stevedores worked three eight-hour shifts; and vessel was loaded in four days.
16. Wharves Wharves were well constructed. Warehouses were located on wharves as indicated on chart. Height of wharf deck from water at second berth was 12-15'. Tidal range at wharf was 2-3'.
17. Clearance Facilities Clearance facilities were exactly as indicated on chart, except for a new railroad spur that is being laid on the wharf at designator F.
18. Tugs Two tugs were used by vessel in berthing and shifting. One tug was diesel-powered, the other was steam-powered; both tugs were low horsepower. Several small tugs were observed towing lighters.
19. Lighters Several lighters were observed, but no definite information on their capacities or employment could be determined. Lighters are not necessary for most loading operations in subject port.
20. Surveillance Sentry was maintained at gangway, and two security guards with sidearms and rifles were kept on board from time of preliminary inspection at anchorage until pilot was dropped in leaving port. A customs official and agent's representative remained aboard vessel throughout visit to port. While vessel was berthed at designator C, meals were supplied and provision was made for three guards to sleep on board; while loading at berth labeled designator E, sleeping accommodations were provided tally clerk and the two armed security guards.
21. Merchant Shipping Present A Soviet merchant freighter of approximately 10 thousand tons was berthed at designator G while unloading an inbound cargo of machinery and loading an outbound cargo of magnetite iron ore. Vessel was not clean and did not present a neat appearance. A British merchant freighter of approximately 10 thousand tons with insignia of Blue Funnel Line on smokestack was berthed at designator H. A British colonial merchant coastal freighter of Hong Kong registry, approximately six thousand tons, was berthed at an undetermined location.
22. Naval Vessels Two patrol craft were anchored at outer harbor limit line. Several LCTs and LSTs were observed in the harbor, and a large 500' unidentified tender with bridge and engines aft was observed. No submarines were observed.
23. Liberty Ashore Crew members were allowed liberty ashore between 0900 and 0001 hours, and passes were signed by security guard on duty aboard ship when crew went ashore. Crew members were warned to behave themselves while ashore.
24. Hospitalization of Crew Member Crew member of vessel, a fireman, was removed from vessel to hospital in the city with serious symptoms of pneumonia. He was treated with drugs including penicillin and was sufficiently recovered to return to vessel day of departure. Hospital was modern, clean, and well staffed by doctors.
25. Hospitality The president, vice-president, and secretary of the local unit of the Seamen's Trade Union of China came aboard vessel while it was berthed at designator C to invite crew to attend a party given by their organization. The vice-president and secretary who could speak English interpreted for the president who could not. Shifting of vessel to second berth caused postponement of the entertainment from evening of 10 Feb to 11 Feb 54. Party was held in the old German Masonic Hall where free beer, oranges and peanuts were served and a propaganda sound motion picture in Chinese was shown. The motion picture depicted scenes in Chinese history emphasizing the improvements made by the Communist government; Chinese hosts spoke enthusiastically about their government. Propaganda books were given the ship's officers. The party was followed

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by a drive around the city for the ship's officers accompanied by officers of the union local. Few automobiles were observed on the streets. The people observed in the city were adequately clothed and appeared to be gainfully employed. Source believed far more beer was absorbed by crew than propaganda.

26. Departure Vessel departed subject port 130900H Feb 54. Immediately before departure all Chinese currency was collected and handed back to agent's representative. Credit was given for this amount in vessel's disbursement account. A "Joint Inspection" was carried out by the same authorities that searched the ship on entering. The same two security guards that had been aboard vessel since its arrival at quarantine anchorage left vessel with pilot at outer harbor limit after removing all seals.

[On file in CIA Library are photograph of HO Chart No 5489 with appropriate alphabetical designators, photostat of "Report on Conditions at Tsingtao" submitted to vessel's owners dated 15 Feb 54, photostat of "List of Documents for Port of Tsingtao, North China,"

and photographs of customs forms for Tsingtao, referred to in the foregoing report.]

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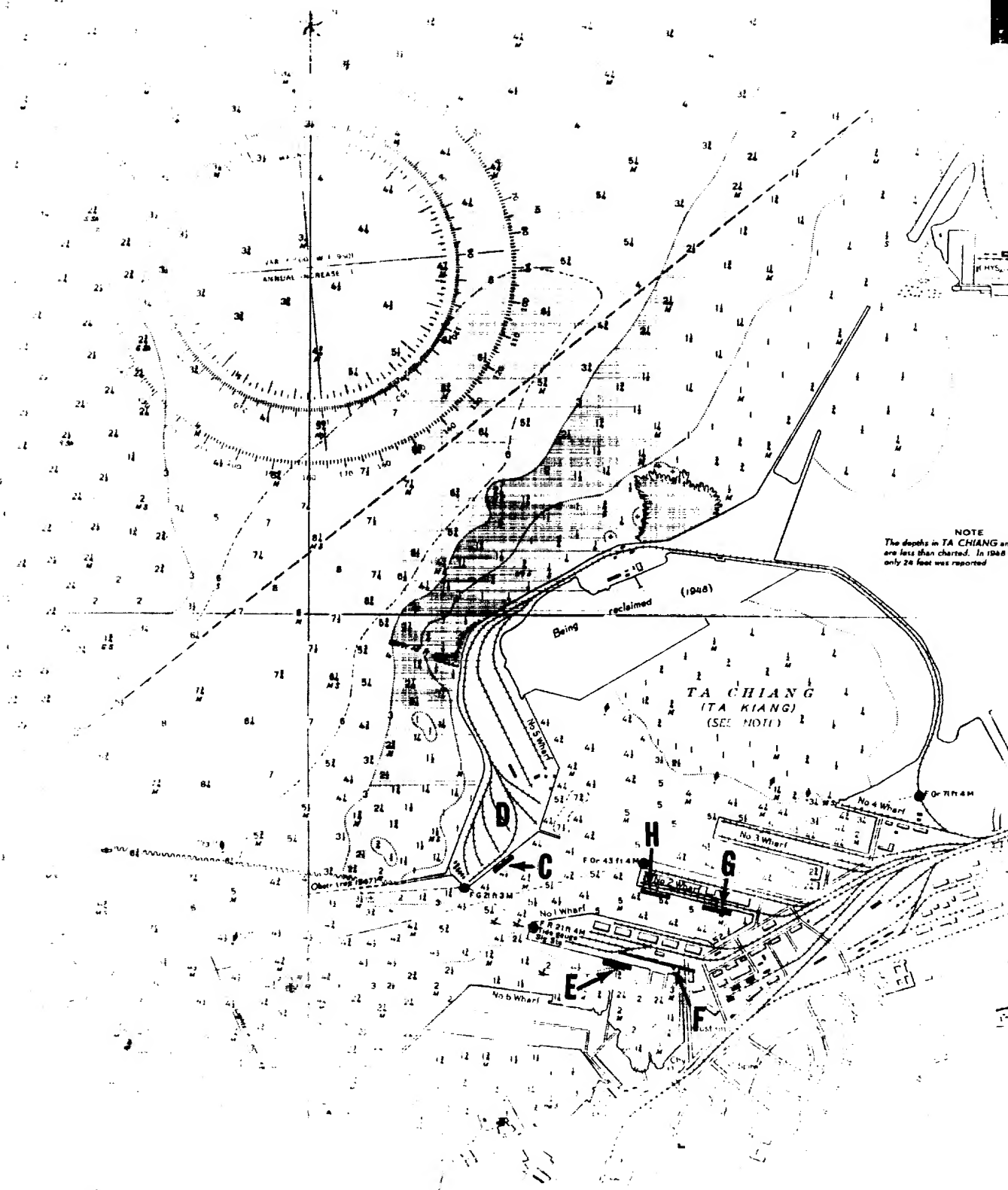
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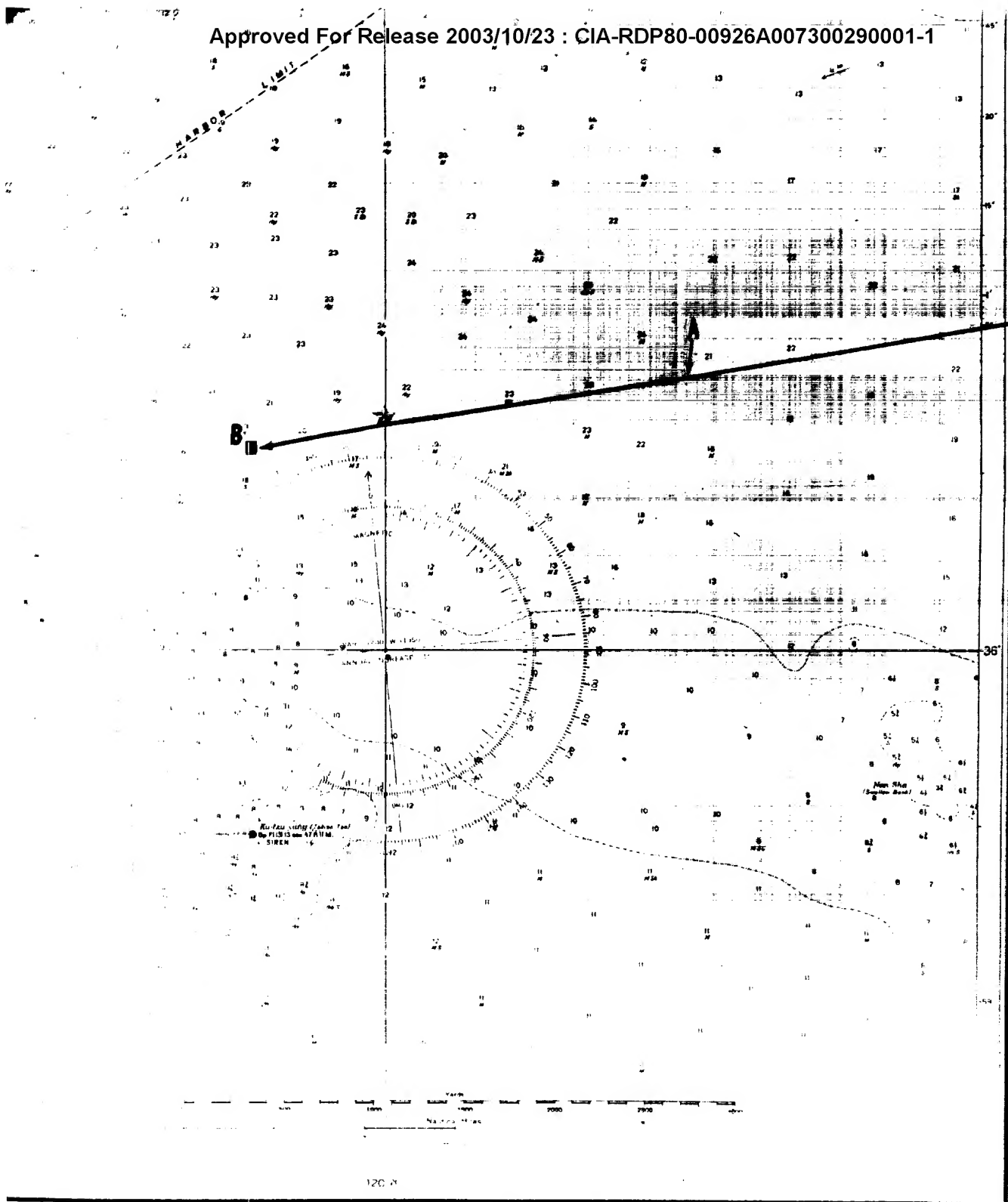
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REPORT ON CONDITIONS AT PORT OF TSINGTAO, N. CHINA.

FEB. 19th. 1954.

NAVIGATION.

It is advisable to have on board, if possible, the British Admiralty Charts of the approaches to Tsingtao. The Japanese charts we obtained in Japan had not been corrected for about 18 years, and soundings were in metres, etc. I found all the navigational lights in the approaches to the port had different characteristics to those listed in the Admiralty List of Lights, and some were not lit at all. When I asked the pilot about these lights he explained that he had instructions from the Harbour Master not to divulge any information about the port. A different pilot declined to tell me how much water there was at the berth at which we were going to load.

On Feb. 8th the lights on CHIAI HEN TAO and TAIKUNGTAO ISLANDS were lit - the one on Taikungtao flashing 1 ev. 10 secs.

The light on HSA OKUNTAO ISLAND was extinguished.

TACHIAOTAO BEACON (just south of quarantine anchorage) was flashing 1 ev. 5 secs.

YUNKISHAN LT. NO. was Occulting ev. 6 secs.

Fortunately we arrived just before dawn, and I waited till daylight before proceeding to quarantine anchorage.

It is necessary to fly the courtesy flag of the Chinese People's Republic.

PORT FORMALITIES.

Before arrival at Tsingtao, I received the following radio message from the China Ocean Shipping Agency, Tsingtao Branch. (PEN.VICO) :-

COMPLY HARBOUR REGULATIONS. (1) THE AREA NORTH OF THE LINE FROM 1500 METRES SOUTH OF TWANTAO AND 2000 METRES SOUTH OF MAITAO TO 2000 METRES SOUTH OF SHUFUTAO STRICTLY PROHIBITED TO ANCHOR OR PROCEED ANYTIME. (2) ALL INWARD OUTWARD SHIPS SHOULD CONTACT WITH DIEDRICH'S HILL SIGNAL STATION (LAT. 36-4,3 LONG. 120.19.28) FOR INSTRUCTIONS IF BY POOR VISIBILITY SHIP MAY CONTACT WITH THE SIGNAL STATION AT WHEICHUAN POINT (LAT. 36.2.56 LONG. 120.20.10) (3) GIVE ACCURATE TIME OF ARRIVAL AT TSINGTAO HARBOUR LIMIT WHEN BEFORE APPROACHING LIMIT AT DISTANCE 120 MILES NEARLY 12 HOURS STEERING AND ADVISE SHIP'S SPEED. (4) WHEN ENTERING AND SAILING OUT MUST PASS BETWEEN THE CHANNEL BETWEEN TAIKUNG TAO AND SHIAUKUNGTAO FLYING YOUR NATIONALITY FLAG AND SHIP'S NUMBERS. (5) BY AUTHORITIES ORDER ANCHOR IN THE AREA BETWEEN LONG. 120.19 TO 120.20 AND LAT. 36.0.35 TO 36.1.10 FOR INSPECTION. (6) PREPARE SEPARATE LIST OF WIRELESS EQUIPMENT CAMERAS AND BINOCULARS ARMS AND AMMO AMMUNITION ROCKETS STORE LIST AND LIST OF PERSONAL DUTABLE EFFECTS AND TWO COPIES OF LIST OF CREW'S WATCHES AND PENS WITH MANUFACTURER'S NAMES AND MEDICINE LIST. (7) ADVISE SHIP'S PRESENT PORT AND DEPT CRAFT.

PEN.VICO.

A further radio was received advising amounts of cargo to be loaded, and requesting stowage plan, reply to be radioed in full.

The signal station duly contacted us on our approach and told us to anchor in quarantine anchorage, which is just outside the port limit. The water is deep, about 20 fathoms in middle of area.

A boat came off with the Military (Coastguard) authorities, quarantine doctor, agent and pilot. The agents man translated forms into Chinese as necessary and acted as interpreter. All hands were mustered with Identity Cards and all cabins were inspected.

The quarantine doctor also inspects all W.C.s, washplaces and messrooms, and it is necessary to see that all these spaces are well cleaned immediately before arrival. The doctor did not require a list of vaccination certificates of crew, but I signed a form stating (among other things) that all crew were in possession of these.

The military authorities sealed up the radio room, echometer, all arms, ammunition, rockets, binoculars, sextants, etc. For convenience we stowed the smaller items in the radio room and all were sealed up together.

The stewards store-rooms (but not the refrigerator room) was sealed up, the Steward having previously taken out sufficient stores for 4 days. After 4 days a further supply is issued as required.

All dutiable articles declared by crew were sealed up in the bonded store, and crew should be careful not to retain anything in their cabins which should have been declared.

The inspection at quarantine anchorage took about 1 hour after which ship was permitted to berth. We had two tugs but they are of very low power.

On berthing the Harbour Board authorities and Customs came aboard, and "Joint Inspection" was carried out. Crew were mustered on deck while all cabins were searched by Customs. This did not take long.

All crew's foreign currency, already made up in separate envelopes with amounts and name of owner written on them, was checked and sealed up in ship's safe.

This inspection took about 50 minutes, and then vessel was free to go about the business of loading.

All seals are inspected daily while in the port by a Customs Official.

An armed guard, a Customs official and a man from the gents were in attendance on board throughout the vessel's stay.

While vessel was at No.5 berth (which is on the opposite side of the harbour from the main wharves) we were asked to supply meals to 3 or 4 guards, and provide somewhere for them to sleep. Once we shifted over to the main wharf, this was not required, but two rooms were required, one for the tally clerks and one for the military guards, who stay on board all the time.

All meals for shore persons are paid for, the total amount being credited to ship in the disbursement account.

No fishing or swimming is allowed in the harbour.

Shore leave is permissible between 9 a.m. and midnight. All hands must be aboard by midnight, and crew are warned to behave themselves whilst ashore. Shore leave passes are issued and must be signed by the military guard aboard each time a person goes ashore. This pass is checked out and in by a guard at the gangway, and at the dock gate a customs official checks on each man's watch and pen from the list which he has.

All Chinese currency must be collected and handed back to agent before vessel sails and a credit is given for this amount in the ship's disbursement account.

The "Joint Inspection" is carried out again just before sailing, and guard comes out with the pilot and removes all the seals at harbour entrance before they go ashore with the pilot.

The inspections and searches were no more rigorous than in many other ports, and the officials generally were quite reasonable to deal with.

The loading, all with ship's gear, was quick, work going on continuously in 3 8-hour shifts, and stevedores were cooperative. This vessel loaded in 4 days.

LIST OF DOCUMENT FOR PORT OF TSINGTAO. (PEOPLES REPUBLIC OF CHINA)

4. Copies of Passenger list if passenger are carried.
1. Copies of Cameras & Telescope & Binoculars List.
1. Copies of Arms & Ammunition Report (Sextant, Echo Sounder, Direction Finder, Signal Lamps, Rockets & Signal Lights.
1. Copies of Radio Particulars.
4. Copies of Crew list.
2. Copies of Parcels List (if carried)
1. Copies of Foreign currency List
1. Copies of Dutiable Articles Carried by the Crew.
1. Copies of Through Cargo & Overcarry.
3. Copies of Dangerous Cargo List
1. Copies of Vessel's Movements from Home Port
- 1 Set of Maritime Customs of the Peoples Republic of China, List of Ship's Stores and Personal Articles of the Master, and Crew of International Cargo Vessel's and Passenger Liners(Use for one or more Harbours.
1. Copy of Ship's Particulars .
2. Copies of Wristwatches, and Fountain Pens, and other Jewellery etc, of Members of the crew, with manufactures name & number.

Note: The above forms to be used only for the port of Tsingtao.

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